

"Cheap" Labor Wastes Human Life

If You Want Things That Are of Value—of Service—
You Must Pay What They Are Worth.

By PRESIDENT GOMPERS, in "American Federationist."

Low wages are in conflict with the principles of industrial statesmanship.

Statesmanship has concern for future growth and opportunity—it distinguishes between the ephemeral and the permanent, and takes into account relative values. Some industrial practices may be cheap from the standpoint of immediate money costs, but extravagant from the standpoint of long-time costs and from the costs calculated in human producing ability and national virility.

There has been no force that has so insistently demanded and sought to establish ideals of industrial statesmanship as the trade union movement—and economic statesmanship is the foundation for all national well-being and progress.

Repeatedly, trade unionists have called attention to conditions that constitute a national menace. For many years the Central Federated Union of Greater New York and vicinity has urged the city council that cheap labor does not necessarily or usually mean low cost of production. The Central Federated Union has urged as of vital concern the conservation of human life and the employment of efficient workmen and employees competent to perform their work in the best way. Their frequent warnings have been recently justified with most appalling force.

Without warning, several blocks of Broadway, underneath which the excavations in the new subway were in progress, caved in. The subway was being constructed in accord with ideals of "economy." The men who were doing the excavation, the "muckers" as they are called, were digging and delving in the mud for \$1.50 a day. Another "economy" device was the absence of an engineer to oversee the work of construction. When the danger was imminent, there was no one who knew and no one who could give warning. Whatever was the cause of the cave-in, the total absence of precaution against such a disaster or to insure the safe construction of the work upon which the safety of the lives of so many passengers will depend, was in harmony with the policy of cheap labor. But cheap labor is in accord with false notions of cost. It is that ideal of cheapness that has no regard for permanence, for conserving productive power and for estimating properly the value of the creative genius that directs and controls the muscles and the motions of men.

It was a significant coincidence that at the time of the "accident," the interests hostile to the welfare of the workers, who constitute the great majority of the nation, were seeking to have declared unconstitutional a law intended to raise the standards of workmanship and manhood of those employed upon the public works of New York.

The labor movement has steadfastly insisted that that which is of transcendent importance to any nation is the protection and the development of its people. A nation will stand or fall as the citizenship develops or deteriorates. The material things of civilization are intended for the service of human beings.

All power and policies of protection ought to be in accord with the ideals which protect the human at any sacrifice.

To employ cheap labor for municipal construction at the rate of \$1.50 per day is too high a cost to be tolerated by any community. That saving of public moneys means an expenditure of unpaid human productive power. It means under-nourishment, poor clothing, poor homes, lack of the things that are essential for best social intercourse, not only for the individuals employed, but of all those dependent upon them. It means destruction and thwarting of human power that might develop into valuable useful citizens. It is a brutal waste of human life in the effort to save a few dollars.

It is high time that our municipalities, our States and our national government should set all employers of human labor an example of proper policies of conservation and a real understanding of what constitutes low cost of production.

We can no longer tolerate cheap standards, cheap wages, "cheap workers," unless we create a cheap people—a cheap nation. If we want things that are of value—of service—we must pay what they are worth.—PRESIDENT GOMPERS, in American Federationist.

PAINTERS HOPE TO END LOCKOUT

John M. Finan, first general vice-president of the Painters' International Union, arrived in the city last evening, coming here on the call of the local unions that are trying out their resources with the Employers' Association in the lockout which is on.

The fact that the fight has raged for full five weeks without any sign of finish is the reason for Mr. Finan's being called in. It was he who settled the trouble between the Cincinnati painters and their employers two years ago, and it is believed he can do it again.

Officers of the union deny that there is any trouble with the sign writers or other allied workers, who are required to give 25 per cent of their daily wages for the support of the men who are locked out. It is said there are not more than 250 of the latter who have to be maintained, and that there are 1,300 others who are working regularly, and as their wages run from \$4 to \$5 a day they are reported to have no trouble in standing the contribution to the lockout fund.

Mr. Finan is to begin at once calling on the different employers to see on what terms their differences with the union workers may be ended. It all turns on the refusal of the painters to work with non-union glaziers.

MACHINISTS RECEIVE "SINEWS OF WAR"

Invitation for the labor unions to take their share in the "safety first" movement was extended to them from the Chamber of Commerce through the Central Labor Council at its meeting last evening. The council was asked to name a committee to serve with the general committee. The subject was referred for consideration.

General Organizer Corley of the striking Machinists' Union, in a report on the condition of the strike, said the strikers had matters in a tighter grip than ever, and are bent on fighting out to the end for the eight-hour day demand. He stated that the boot and shoe workers, garment workers and woodworkers and others were furnishing the sinews by weekly contributions.

Mr. Blackman, the government conciliator, thus far has been unable to find any basis on which to suggest arrangements for peace.

TO MAKE TRIAL SPIN.

Chicago.—Announcement was made that the Chicago, Milwaukee & St. Paul Railway Company will have its electric locomotives make their trial spin over the 113 miles of track between Three Forks and Deer Lodge, Mont., on December 8 and 9. After the first of the year it is expected that from Harlowton, Mont., to Avery, Idaho, steam will have no place on the road.

A Fine Example For a Father To Set

He Don't Want a Teacher At All—Either Married or Single. Any Woman Who Would Accept Invitations From Strange Men to Dine, Is Unfit to Teach Our Children.

Is one of the duties of the women school teachers in the public schools to accept dinner invitations from men?

Matthew Richter, of the Ryan Soap Company, thinks it is. Richter's little boy attends the Fairmount school. A few days ago the boy took a note from his father to the teacher, which was an invitation to dine with him at his farm at Mt. Healthy.

On the following day Richter was called to the telephone and discovered that the teacher was married and her husband was at the other end of the line.

What the teacher's husband said is not known.

Richter took his pen in hand and addressed a letter to one of the members of the School Board. He complained of the fact that married women were employed as teachers, and said if they had not been he would not have been subjected to an affront.

Richter was asked over the telephone

ANTI-ALIEN LABOR LAW HELD CONSTITUTIONAL

Washington.—The United States Supreme Court has held that a State has the right to pass a law prohibiting the employment of aliens on public works. The decision was made in the case of the New York Anti-Alien Labor Law, under which it was made compulsory to employ only citizens in the construction of public works.

The case was appealed by a New York Subway contractor, who was found guilty in the New York State Courts of violating this law. In upholding the act, the New York State Court of Appeals said:

"The moneys of the State belong to the peoples of the State. They do not belong to aliens. The State, through its legislators, has given notice to its agents in building public works it wishes its own money to be paid to its own citizens, and, if not to them, at least to citizens of the United States. Those who are not citizens are not members of the State. The power of a State to discriminate between citizens and aliens in the distribution of its resources is sanctioned alike by decisions of the courts and by long practice. Neither aliens nor the citizens of other States are invested by the Constitution with any interest in the common property of the people of this State. The common property of the State belongs to the people of the State, and in the distribution of that property the people may be preferred. To better the condition of its own citizens, and it may be to prevent pauperization among them, the Legislature of the State has decided that the money of the State shall go to the people of the State. Equal protection does not mean that those who have no interest in the common property of the State must share in that property on the same terms as those who have an interest."

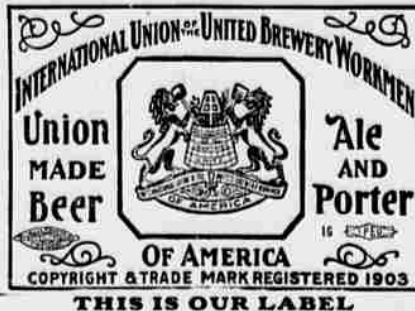
This common sense declaration was appealed by the contractors to the United States Supreme Court, which now supports the New York judiciary, and declares that the State, as guardian and trustee of the people's money, has the right to prescribe conditions under which this money shall be expended. In answer to the claim that the law violates treaty rights between the United States and Italy, the court said:

"The equality of rights that the treaty secures is equality only in respect of protection and security for persons and property."

Albany, N. Y.—The Anti-Alien Labor Law, which has been held constitutional by the United States Supreme Court, is not in effect in this State today. After the State Court of Appeals upheld the law, last February, the Legislature amended the law, which now permits aliens to be employed on public works when citizens are not available. Subway contractors in New York City declared they could not finish this work if the amendment was not passed.

The effect of this cheap labor is shown in the subway cave-in, last September, when seven persons were killed and over one hundred injured.

VOTE AGAINST PROHIBITION!



DEMAND

PERSONAL LIBERTY
IN CHOOSING WHAT YOU
WILL DRINK

Ask for this Label when
purchasing Beer, Ale
or Porter,
As a guarantee that it is
Union Made

—THE— HERANCOURT Brewing Co.

STRICTLY UNION **LAGER** STRICTLY UNION

COAL

BUY IT FROM YOUR FRIENDS

THE QUEEN CITY COAL CO.

PRIVATE EXCHANGE WEST 2820

DEATHS IN MINES REDUCED

Washington.—"While deaths in mines have been reduced, the percentage is still too big," says Director Manning of the United States Bureau of Mines, in a report just issued. The figures for 1914 show that 458 less men were killed than in the year 1913. The total number of men killed in all coal mines, metal mines and quarries in 1914 was 3,193. In the year 1913 the number was 3,651. "These totals do not tell the whole story," said the director. "There were more than a million men employed in these mines and quarries, and the death rate for the year 1914 was 3.16 for each 1,000 men employed, as compared with 3.49 for the year 1913. In other words, in nearly every mining camp of any size in the country there is one miner spared to his family who would have been killed had the same fatality rate obtained in 1914 as in the previous year."

"These results are an eloquent tribute to the unceasing nation-wide campaign which is being carried on in behalf of the miners by the operators, the miners themselves, the State Mine Inspectors and the Bureau of Mines."

"I think it is to the credit of American manhood and American ideals, that while the European nations at war are issuing their terrible casualty lists with the names of killed and wounded by the thousands, we have so many agencies striving not to kill, but to save life, and that we can issue lists showing a dwindling, decreasing death rate in our American mines. I do not mean by this that we have in any way reached ideal conditions. More than three men killed out of every 1,000 employed in the mines is too big a percentage of deaths. It includes much more than the natural hazards of the industry. What we are striving for is to get the rate down to that point, and with the loyal assistance we are receiving from so many sources we expect to accomplish that much."

Working From a Model.

"The stage manager says that I must assume an expression of haughty scorn more eloquent than words," said the actor, "I wonder how I'm going to get that?"

"Come with me to dinner. We'll refuse to give the waiter a tip, and then we'll watch his face."—Washington Star.

Blessing of the Bay.

So far as known the first vessel built in this country was the Blessing of the Bay. In Winthrop's Journal, under date of July 4, 1631, appears the quaint announcement: "The governor (Winthrop) built a bark at Mastick, which was launched this day and called the Blessing of the Bay."—Argonaut.

So to Speak.

"How's that young man I see calling on you lately?"

"He's a pill, but he brings me lots of candy."

"Trying to sugar coat himself, as it were."—Louisville Courier-Journal.

Saved the Scene.

Once in the third climax of a play, the elder Sothern's pistol missed fire in his hand. At that critical moment, however, the great actor's presence of mind did not desert him.

"Bang!" he shouted, at the top of his lungs.

And the villain immediately fell dead.

SAFETY AT SEA SUSTAINED

San Francisco.—Practically every human act is grist to the trade unionists' mill in pleading the workers' cause.

This is illustrated by Editor Scharrenberg of the *Coast Seamen's Journal*, who uses a decision of Secretary of State Lansing to support the seamen's law.

The Federal premier, in his effort to establish safety at sea, in these war times, has declared that the placing of American citizens in small boats on the high seas is not regarded as according them a "place of safety" within the meaning of the term as used in international law.

The alert sailor man, who edits the *Seamen's Journal*, makes this strong point to justify the seamen's law:

"If an open boat does not constitute a place of safety, what shall we say of a nation which permits its ships to go to sea on the longest possible voyages with only sufficient lifeboats to take 75 per cent of those on board? And what shall we say when ships are permitted to go to sea in the coastwise trade and for traffic on the great lakes with so few lifeboats and rafts that from 30 to 50 per cent of those on board will be without either in case of accident?"

"After all, it does not matter what we might say about such a policy. The fact remains that the 'unreasonable' safety requirements in the La Follette seamen's act only call for lifeboats to accommodate 75 per cent of those aboard a vessel in the offshore trade; and the same 'pernicious' law requires lifeboat accommodation for a much smaller number (in some instances as low as 20 per cent) if the vessel is engaged in the coastwise trade or in navigation on the great lakes."

"Secretary Lansing's definition of a 'place of safety' ought to be helpful in strengthening the safety features in the seamen's law. If a seat in a lifeboat is not a place of safety, it is surely immeasurably safer than standing room on a raft."

"Boats for all" is still an eminently proper and reasonable demand."

To a Doctor.

During the week after Columbia university had given Walter Damrosch the degree of musical doctor, the noted conductor received a note from Alexander Lambert, in which the piano pedagogue remarked:

"I am so glad you are a 'doctor of music.' Now, when I am sick of music I shall know where to go."

Anything to Suit.

Binks—I'm in a dence of a hole, Mike. Could you lend me \$1 to help me out? Dinks—Sure! Will that be enough? Binks—Oh, make it \$2 if you can. I can aisy make the hole a bit bigger.—New York Globe.

Despite Pure Food Laws.

She—That's all very pretty, Jack, but do you think we can live on love and kisses?

He—It's much the safest—everything else is either adulterated or poisoned or painted.—St. Louis Post-Dispatch.

Mars in the Kitchen.

"My husband says he would rather fight than eat. Proves it too."

"As to how?"

"He always spends the meal hour scrapping with the cook."—Louisville Courier-Journal.

PRINTERS SIGN AGREEMENT.

Jersey City, N. J.—Commercial printing houses have accepted the new wage scale of Typographical union. A three-years' agreement has been signed. The rates are now \$25 a week for hand men and \$27 for machine operators. The union is negotiating a newspaper scale.

HORSESHOERS' GOOD RECORD.

Jersey City, N. J.—In an address to the Central Labor Union, Organizer Boulanger of the International Horse-shoers' union stated that their new agreement has been signed and that of the 72 shops in Hudson county but 12 are unorganized.